### Del., Lack. and Western R.R.

Newark and Bloomfield Branch. TO NEW YORK: Leave Glenridge \_6.06, 6.52, 7.17, 7.54, 8.30, 9.17, 10.33, 11.37, a.m., 12.43, 1,43, \*2.33, 3.33, 4.42, 5.27, 5.53, 5.13, 4.40, 8.18, 9.43, 11.08 p. m. 12.43 a. m. Leave Bloomfield-6.08, 6.54, 7.19, 7,56, 18.32 5,29, 5.55, 6.15, 6.42, 8,20, 9.45, 11.10, p m, 12,4 a m. Leave Watsessing—6.10, 6.56, 7.21, 7.58, 9.21, 10.38, 11.41 a.m. 12.49, 1.48, \*2.38, 3.38, 4.46, 5.31, 5.58, 6.18, 6.44, 8.23, 9.48, 11. 12 p.m., 12.47 a.m.

! Does not stop at Newark.

FROM NEW YORK Leave Barclay Street—5.30, 7.20, 8.10, 9.30, 10.30 11.30 a m, 12.30, \*1.20, 2.10 3.40, 4.20, 4.50, 5.10, 5.30, 6.20, 7.00, 8.30, 10.00, 11,30 p m.

Leave Newark for Bloomfiel 1-6.20, 6.45, 7.15, 7.53, 8.43, 10.03, 11.03, a.m., 12.03, 1.03, \*1.53, 2.44, 4.13, 5.24, 5.44, 6.03, 6.53, 7.40, 9.03, 10.38 p.m., 12.08 "Saturdays only.

Note-Leave Christopher street 5 minutes later than time given above.

## N. Y. & Greenwood Lake R. R.

Leave Bloomfield—5.34, 6.48, 7.06, 7.33, 7.56, 8.13, 8.33, 8.59, 10.28, a. m., 1.47, 3.26, 3.51, 5.04, 6.53, 8.55, 11.30 pm. Saturday Special, 2.40 PM.

FROM NEW YORK. Leave Chambers Street—6.00. 8.20, 9.20, a.m., 12, m., 1.45, 3.40, 4.20, 4.30, 5.00 5.10, 5.40, 6.20, 7.00, 8.30, 10.00 p.m., 12 midnight. Saturday, Sunday Trains from New York, 9.00, 10.00 AM. and 8.00 P.M. Sunday Trains from New York, Orange Branch, 9.00 A.M., 1.30, 4.00, 6.15, 8,30, Sunday Train to New York, leave Bloomfield at 7.55 A.M., 6.45 and 7.22 P.M. To New York via Orange Branch on Sundays Leave Bloomfield Avenue at 7.45, 9.27, A. M. 1.27, 5,24 and 7.51 P M.

#### THE GREENWOOD LAKE R. R.

COMMENDABLE ENTERPRISE OF THE ERIE MANAGEMENT. - EXPRESS TRAINS FOR MONTCLAIR AND BLOOMFIELD BUSINESS

Bloomfield is to be congratulated on having at last become possessed of reasonable railroad facilities.

Towns of no greater-if indeed equal importance—on other Railroad lines, such as the Central of N. J., have had frequent and quick trains, but Bloomfield, Montclair and Orange have been at the mercy of the D. L. & W. Line, who have been unable to make fast time owing to their route, and apparently unwilling to do what they might have done in the way of improving their service.

The Gre-nwood Lake Line have however-from a selfish motive perhapsshown some degree of enterprise and liberatity and a consideration for the ciated. The commutation rate between Bloomfield and New York was \$10 per month until the Greenwood Lake Line started and named lower rates. The fifty trip books, a great accommodation and saving to the travelling public, were introduced by the same line. Such a concession would never have been initiated by the D. L. & W. In fact every improvement in our railroad facilities or service to New York has come through the Greenwood Lake making advances and

forcing their competitors to follow. They have now made the most decided improvement in railroad service between Bloomfield and New York that has ever been introduced. They have put on four east-bound express trains from Bloomfield to New York and three west-bound express trains from New York to Bloomfield which make the run in 34 minutes, and they do it, in fact, as well as by schedule. They have given Bloomfield seven trains to New York in the two and one quarter hours between quarter before seven and nine o'clock A. M., an average of less than twenty minutes apart, and three of them

Beginning this week, trains leave Bloom-

1 00 P. M Saturdays.

eld for	New York at				
5 34 A. M.		1 47 1	1 47 P. M.		
6 48	**	2 40		Saturday	
7 06		3 26		- 1000000000000000000000000000000000000	
7 33	" Express.	3 51		1100	
7 56		5 04		100	
8 13	" Express.	6 53		Express.	
8 33	" Express.	8 55			
8 59	**	11 30			
10 28	44 *	25.54		-8	

Trains leave New York for Bloomfield 4 30 P. M. 5 00 " Express. 5 10 "

10 00 " 12 00 Midnight. 4 20 " Express, This cannot fail to force the D. L. & W. into giving improved service in some respects, though they cannot compete in the matter of time, and it really seems a duty that the citizens of Bloomfield owe the Greenwood Lake Road to give them a liberal patronage. As they are encour ged they will do more for Bloomfield, and it will pay our citizens to show their appreciation of these improvements so greatly for the good of our town. In both Orange and Montclair many commuters have left the D. L. & W. and bought tickets over the Greenwood Lake. On the Orange Branch they ran five special express trains beginning April 2d, and the Orange people have given the road such a liberal support that the railroad reciprocated by giving them, beginning this week, two more express trains, in all seven fast expresses between Orange and New York, which make the time in twenty minutes less time than the

actual time via D. L. & W. It is ridiculous that communication i tween Bloomfield and New York should have been so slow during all these past years. It is demonstrated that 35 minutes is ample time with proper railroad service, and this is an immense saving over 50 or 55 minutes which has been required in the past.

In putting on these fast and frequent trains the management of the Greenwood Lake Line have not lost sight of safety, but are improving their roadbed and rolling stock and have established the block system of signals.

THE DOGS.

Where'er I take my walks abroad, How many dogs I see! What shall I render to these dogs For all their ills to me?

Not more than others we deserve,

Yet seems we must have more; For dogs of black and tan and brown, We count them by the score. Into our hall they love to come, And lie upon the stair, And o'er our clean piazza run.

And leave their footprints there. Aye, scores and scores we count them o'er As 'cross our lawns they run. Our gardens new and flowers rare,

They treat them all as one. Whene'er we lay us down to sleep, And rest our weary head, The dogs, oh, what a how! they keep!

They drive us from our bed. The boys their wheels no longer steer, Along the sidewalk way, The dogs mus have their day On every hand, where'er we go,

The dogs, they are a care. Oh, what shall we in Glen Ridge do, But send them to Montclair? "A SUFFERER," No. 2. Glen Ridge, May 14th, 1888.

#### Food Tests In New York.

OPPICIAL ANALYSIS OF BAKING POWDERS ADULTE: ATIONS IN CRUAM OF TARTAR. Under the direction of the New York State Board of Health, eighty four different kinds of baking powders, embracing all the brands that could be found in the State, were submitted to examination and analysis by Prof. C. F. Chandler, a member of the State Board and of the New York City Board of Health, assisted by Prof. Edward, G. Love, the well-known

United States Government c emist. The official report shows that a large number of the powders examined were found to contain alum or lime; many of them to such an extent as to render them seriously objectionable for use in the

preparation of human food. Alum was found in twenty-nine samples I his drug is employed in baking powders to cheapen their cost. The presence of lime is attrivuted to the impure cream of tartar of commerce used in their manufacture. Such cream of tartar was also analyzed and found to contain lime and other impurities; in some samples to the extent of 93 per cent. of their entire

All the baking powders of the market, with the single exception of "Royal" (not reliading the alum and phosphate powders, which have not the virtue of even an impure cream of tartar), are made from the adulterated cream of tartar of ommerce, and consequently contain alum to a corresponding extent.

The only baking powder yet found by chemical analysis to be entirely free from lime and absolutely pure is the Royal." This perfect purity results from the exclusive use of cream of tartar specially refined and prepared by patent processes which totally remove the tartrate of lime and other impurities. The cost of this chemically pure cream of tartar is much greater than any other, and on account of this greater cost is used in no baking powder but the "Royal. Prof. Love, who made the analysis of baking powders for the New York State Board of Health, as well as for the Government, says of the purity and wholesome-

ness of the "Royal · Ifind the Royal Baking Powder comosed of pure and wholesome ingredients. It is a cream of tartar powder of a highdegree of merit, and does not contain either alum or phosphates or other injur-E. G. Love, Ph. D. ious substance. It is highly satisfactory to the housekeepers of this vicinity, where the Royal Baking Powder is in general use, that the investigations by the analysts in Masschusetts, New York and Ohio, the only States that have thus far taken a tion upon this important subject, agree in classtravelling public which ought to be appre- | ing it as the purest and most efficient baking powder in the market.

#### A New Depot Wanted

The residents of East Orange living in the western portion of the Fourth Ward are endeavoring to pursuade the D. L. & W. R. R. to erect a depot at Grove street crossing of the Bloomfield division of that road. This section of the township offers more inducments as far as elevation and picturesqueness go than any other. From Arlington avenue to the Newark line the land slopes gently to the east and a pretty view of the city of Newark can be obtained from the hill, on the ridge of which runs Arlington avenue. The Bloomfield horse cars are less than a mile away from the corner of Grove street and Springdale averue, which is about the center of the section. 'I he streets are all macadamized, sewered, the water pipes laid, gas lamps are ordered to be placed on both Arlington and Forest avenues, while Grove. street has been lit up for a number of years. Just beyond the proposed site of the new depot are the Orange water works with their beautiful park and macaadm drives. If the negotiations now in progress with the railroad company are successful the township of Bloomfield will be asked to macalamize Grove street and Arlington avenue from the East Orange line to Bloomfield avenue If this is done these streets will be among the finest in the county. A drive through this section will satisfy any one of the beauty and healthfulness of the neighborhood and convince him that its future prospects are not exaggerated. Orange



Absolutely Pure. han the ordinary kinds, and cannot be sold in weight a um or phesphate powders. Sold only i cans. Royal Paking Powder Co., 106 Wall St., N. Y

Sales Over 42,000,000 Lbs. JOS. B. HARVEY. AGENCY FOR



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ffice Hours: 7 to 9 A.M., I to 3 P.M., after 7 P.M.

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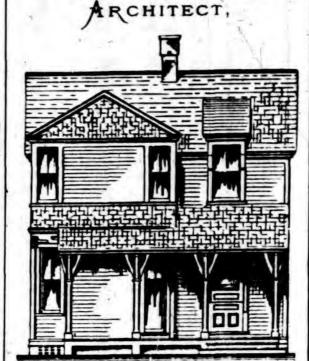
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SHERIFF'S SALE.—In Chancery of New Jersey Between Phiness J. Ward, complainant, and

Horace Pierson, et als., defendants-Fi. fa., for

sale of mortgaged premises.

By virtue of the above stated writ of fieri facias, to me directed. I shall expose for sale at public vendue, at the Court House in Newark, on Tuesday, the fifth day of June next, at two o'clock, P. M., all that tract or parcel of land and premises situate, lying and being in the township of Bloomfield, Essex County, New Jersey.

Beginning at the point of intersection of the southerly line of Mayolis avenue with the centre line of Ridgewood avenue : thence (1) along said southerly line of said Mayolis avenue south fifty. two degrees and nineteen minutes east four hun-dred and sixty-three feet and forty-six one hunthe of a foot to the centre line of Ward ave nue (which Ward avenue as well as all other avenues mentioned herein are sixty feet wide); thence (2) along said centre line of said Ward avenue south forty-four degrees and forty-two minutes west, being parallel with said Ridgewo d avenue and four hundred feet distant at right angles therefrom, a distance of eleven hundred and fiftyfive feet and six tenths of a foot, more or less, to the northerly line of land belonging to the estate of John Dodd, deceased; thence (3) along said land of said estate and land lately owned by Henry Stucky north forty-five degrees and three minutes west four hundred and sixty feet and one-tenth of a foot to the centre line of Ridgewood avenue aforesaid; thence (4) along said last mentioned centre line north forty-four degrees and forty-two minutes east ten hundred and ninety-seven feet and nine-tenths of a foot to the place of beginning. Containing within the above-described lines eleven acres and eight hundred and ninety-nine one thousandths of an acre of land, and contain-

hundred and forty-seven one-thousandths of ar acre of land. The bearing given to Mayolis avenue is that in dicated by the magnetic needle on September 21, 1872, the bearings of the other lines are deduced from a measure of angles on the graduates arc. Being the same promises conveyed by Phineas J. Ward and wife to Horace Pierson and John H. Chambers by deed of even date herewith, and this mortgage is given to secure the payment of art of the purchase mone mentioned in said deed. Newark, N. J., April 30, 1888 JOSERH D. GALLAGHER, Sol'r.

ing exclusive of the avenues ten acres and three

Sidewalk Applications. TOTICE is hereby given that the Sidewalk Committee are prepared to rec ive applications
Stone Sidewalks, and that t e applications must be nade on the blank forms furnished by By order of the Township Committee: EDWARD F. FARRAND.

Bloomfield, N. J., April 12, 1888.

TOTICE OF SETTLEMENT. Notice is hereby given that the Accounts of the Subscriber, Executor of Catharine Lynch, d-c. ased, will be audited and stated by he Surrogate and repried for set lement to the Orphans' Court of the County of 1 sex, on Monday, the eleventh day of June next. Dated, April 3, 888.

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